



# GREENSBORO URBAN AREA

## Metropolitan Planning Organization

### TRANSPORTATION ADVISORY COMMITTEE

**Minutes of February 20, 2002**  
**3:13 p.m. Greensboro, NC**  
**County Commissioner's Briefing Room (Blue Room)**  
**Old Guilford County Courthouse**

#### **TAC MEMBERS PRESENT**

Sandy Carmany	TAC Chair, City Council
Mayor Keith Holliday	City Council
Robbie Perkins	City Council
Don Vaughan	City Council
Doug Galyon	Board of Transportation
Bob Landreth	County Commissioner
Mary Rakestraw	Board of County Commissioners

#### **OTHERS PRESENT**

Jim Westmoreland	TCC Chair, GDOT	Joe Mullinax	GDOT
Tyler Meyer	GDOT	Paul Muschick	Greensboro News & Record
Elizabeth James	GTA	Mark Kirstner	Guilford County Planning
Adam Fischer	GDOT	Mike Braswell	NCDOT
Scott Rhine	PART	Bill Marley	FHWA NC Division
Mike Mills	NCDOT	Mark McDonald	Kimley-Horn & Associates
Craig McKinney	GDOT	Mark Dunzo	Kimley-Horn & Associates
Chris Spencer	GDOT	Jim Ayers	Town of Pleasant Garden
Jeff Sovich	GDOT	Steve Showfety	Koury Corporation

Sandy Carmany called the meeting to order at approximately 3:13 pm.

## **Action Items**

### **1. Approval of Minutes of December 11, 2001**

Jim Westmoreland advised that Jim Ayers was in attendance at the December meeting, therefore, he needs to be added to the attendance list. Bob Landreth moved for the approval of the December 11, 2001 minutes as corrected. Robbie Perkins seconded the motion. The Committee voted unanimously in favor of the motion.

### **2. Amend Public Transportation Element of 2002 – 2008 MTIP**

Tyler Meyer formally introduced Jeff Sovich to the Committee. Jeff Sovich then informed the Committee concerning the amendment to the Metropolitan Transportation Improvement Program for fiscal years 2002-2008. The amendments under consideration actually apply to fiscal years 2002 and 2003. The changes were made in response to an increase in federal funding during 2002 of approximately \$25,000 and an increase of federal funding in 2003 of approximately \$189,000. In addition, there was an increase in the state maintenance assistance of \$206,000 during 2002 and \$222,000 in 2003.

This amendment also responds to changes in GTA's capital programming needs. These changes reflect the current numbers in capital programs for operating assistance, capital assistance and transit planning assistance. The requested action is to recommend approval of the proposed amendment.

Mayor Keith Holliday moved for approval of the amendments as presented. Robbie Perkins seconded the motion. The Committee voted unanimously in favor of the motion.

### **3. Support for Potential Future TIP Amendments**

Jeff Sovich advised the Committee concerning the Transportation Improvement Program. This item was a result of requests by NCDOT that the MPO provide support for several proposed future projects. The first project would be a corridor study on U.S. Highway 29, and the second project would consist of resurfacing work on a segment of Interstate 40/85. The NCDOT has specifically requested that the MPO adopt a resolution of support for these projects and the associated future TIP amendments that would be required.

The U.S. 29 corridor study extends from Florida Street, north to Sixteenth Street. This study would examine options for reconfiguring the existing access points and interchanges. The study would also consider alternatives for reducing traffic through residential areas adjacent to U.S. 29. The MPO and NCDOT Division 7 have jointly developed a scope of work for this project, which would be jointly funded at an estimated cost of \$37,500 each. The associated future TIP amendment for this project would specify the state funding proportion.

The Interstate 40/85 resurfacing project would involve approximately 2,000 feet of the westbound lanes, between approximately 0.4 and 0.8 miles east of Rock Creek Dairy Road. The improvements would include milling and resurfacing of the pavement to eliminate rutting that has developed, and improvements to the drainage structures, to reduce the potential for pooling of water on the roadway. There have been 56 accidents in this area in the past 3 years. The project will be funded through the Interstate Maintenance Program, and the approximate cost would be \$400,000 to \$500,000.

Mike Mills advised that the cause of these accidents has been hydroplaning. All four lanes are rutting. The drainage structure is even with, or slightly higher than the edge of the pavement. The water is leaving the wall and running down the highway.

Bob Landreth moved for approval of this resolution of support. Mary Rakestraw seconded the motion. The Committee voted unanimously in favor of the motion.

#### **4. MPO Annual Certification for FY 2002 – 2003**

Tyler Meyer advised that this self-certification covers fiscal year 2003. The MPO is required to annually certify its compliance with the Clean Air Act, the Civil Rights Act, the Americans with Disabilities Act, and applicable regulations of the FHWA, the FTA, and the EPA. Mr. Meyer added that once the MPO has been designated a Transportation Management Area, there will be a review of its self-certification by the FHWA and the FTA every 3 years. Because the MPO is in full compliance, the recommended action is approval of the self-certification resolution.

Sandy Carmany asked for a motion to approve the MPO Annual Certification resolution. Mayor Keith Holliday moved to approve the resolution. Tom Martin seconded the motion. The Committee voted unanimously in favor of the motion.

#### **5. Adopt Planning Work Program FY 2003 – 2003**

Tyler Meyer advised that the purpose of the work program is to account for the MPO's use of grant funds for planning purposes. The funds included in the Planning Work Program are: PL Funds, State Planning and Research Funds (SPR), Section 5303 (transit) and Section 5307 (transit). The requested action is to adopt the PWP for the next fiscal year, and to transmit it to NCDOT for processing. Meyer reviewed priorities for the coming year and key projects that would be started.

Robbie Perkins moved for adoption of the PWP. Mary Rakestraw seconded the motion. The Committee voted unanimously in favor of the motion.

#### **6. Amend Planning Work Program FY 2001 – 2002**

Tyler Meyer advised that there are two projects which need to be amended for this fiscal year, the Long Range Public Transportation Plan and the Triad Regional Travel Demand Model update. These projects will require a draw down of \$118,000 from the previously unobligated PL fund balance. The recommended action is approval of the amendment.

Sandy Carmany asked for a motion to adopt the amendments. Mayor Keith Holliday moved for approval of the amendments. Robbie Perkins seconded the motion. The Committee voted unanimously in favor of the motion.

#### **7. Adopt Thoroughfare Plan Amendment**

Craig McKinney advised the Committee that three additional requests had been received to add to this group of amendments. The first request is to delete the final segment of Bragg Boulevard. The next request came from the NCDOT Statewide Planning Branch concerning Interstate 40 and the Urban Loop. The request includes eliminating the interchange where Market Street and the Urban Loop cross;

eliminating the Chimney Rock interchange; adding the Boulder Road Extension grade separation; and changing the Gallimore Dairy Road proposed interchange to an existing interchange. He also advised that Statewide Planning has requested that the Thoroughfare Plan conform with the Piedmont Triad International Airport Final Environmental Impact Statement. The needed changes include realignment of Bryan Boulevard; realignment of Old Oak Ridge Road; addition of a proposed interchange at Bryan Boulevard and Old Oak Ridge Road; and elimination of a proposed interchange at Bryan Boulevard and Inman Road.

Mr. McKinney continued, advising that the Summerfield Planning and Zoning Commission has expressed concerns regarding the proposed minor thoroughfare designation for Strawberry Road, between NC Highway 150 and U.S. Highway 220. The town is requesting that the proposed thoroughfare designation be deleted from this package of amendments, despite the fact that the Guilford County Planning Department requested this amendment in the interest of the town.

He also commented that the Town Council of Stokesdale took no action on the request to designate as a thoroughfare, a currently unclassified section of U.S. Highway 158. The Town Council has reservations about re-classifying this section of U.S. Highway 158 as a thoroughfare, because doing so could, in their opinion, interfere with future plans for installing a water line from Winston-Salem. The town is requesting that the proposed thoroughfare designation be deleted from this package of amendments, despite the fact that this request was made by the Guilford County Planning Department on behalf of the town.

He further advised that three public comments were received on this amendment. First, the Rosewood Neighborhood Association is interested in the removal of the minor thoroughfare designation. They were supportive of this effort. The next comment, coming from the Department of Housing and Community Development, supports deletion of the final segment of Bragg Boulevard. The final comment came from a citizen, requesting a major freeway alignment to go through the Greensboro central business district that could possibly be an interstate business route, which McKinney explained would not be practical due to the amount of impact it would have.

Robbie Perkins noted objections to deleting the proposed Summerfield and Stokesdale thoroughfare designations from the amendment package. These amendments are on facilities that are important to regional travel. Therefore, deleting them from the amendments appears inappropriate. Tyler Meyer observed that these amendments had been identified by the Guilford County Planning Department as needed to further the land use objectives of the Department and the towns. They had been taken forward for public and stakeholder input on that basis. For this reason Meyer recommended deleting these items from the amendment. However, the proposed amendments will be evaluated under the upcoming Thoroughfare Plan update, and in all probability will be added at that time. After discussion, the Committee elected to accept the amendments, including staff's recommendation on the deletions. Sandy Carmany asked for a motion to approve the proposed amendments. Mary Rakestraw moved for adoption. Mayor Keith Holliday seconded the motion. The Committee voted unanimously in favor of the motion.

## **Business Items**

### **1. High Point Road Appearance and Operations**

Steve Showfety, President of Koury Corporation, presented to the Committee information concerning projects in the southwest area of Greensboro and Guilford County. He advised that the High Point Road

project is critical to the commerce in that area and to the city. He asked that city and state projects that are underway be carefully coordinated. The Hilltop Road/Groometown Road project is jointly being completed by the state and the city. Due to the impact of these projects being delayed in past years, he asked the Committee to give consideration to any acceleration in the schedule that may be possible.

## **2. Confirm Proposed 2002 MPO Meeting Schedule**

Jeff Sovich presented the 2002 MPO meeting schedule to the Committee. This schedule was designed so that the Committee will have a regular time and location for the meetings. The meetings will occur on the third Wednesday of each month. The TCC meetings will convene at 2:00 p.m., and TAC meetings will convene at 3:00 p.m. The schedule will be submitted to the TAC for review and approval.

## **3. Overview of the Signal System Feasibility Study**

Adam Fischer presented an update of the traffic signal feasibility study that has been conducted for the city of Greensboro. He advised that the staffing needed to operate a traffic signal system efficiently is an estimated one traffic engineer per every 100 signals. In Greensboro, there is currently one traffic engineer for the entire system of roughly 400 signals. He introduced Mark McDonald and Mark Dunzo with Kimley-Horn and Associates, Inc. who have conducted the signal system feasibility study.

Mark Dunzo advised that the current system is aging and the components are deteriorating. Informational materials were distributed to the Committee for their review. He noted that a committee was formed, which consisted of members from the NCDOT Division 7, NCDOT Traffic and Management System Section of Raleigh, and staff from the city of Greensboro. They examined the current equipment to determine current strengths and weaknesses of the system and what elements needed upgrade or replacement. In addition, they identified the city's functional requirements for the system, once upgraded. The available technologies were reviewed and alternatives were developed.

The recommendations are as follows: replacement of the existing copper communications network with a new fiber-optic network, expanded system boundaries, new traffic signal control hardware and new, progressively upgradeable operator software. The cost of installing the signal system is estimated to be \$15.5 million. The cost savings of a fiber-optic-based signal system is estimated to be more than \$2 million a year, totaling \$30 million over an estimated 15-year useable life.

Mike Braswell informed the Committee that the NCDOT endorses the recommendations of the feasibility study and asks for the Committee's support. Jim Westmoreland advised that the feasibility study is being paid for by city bond funds. Funding support of this item was included in the city's November 2000 bond referendum. Mark McDonald advised that this project would involve a 12-to-18 month design phase and a 24-to-34 month construction phase.

## **4. Transportation Planning Report**

Tyler Meyer advised the Committee regarding the MPO priority session, which is one of the first steps in the 2004-2010 TIP development process. TAC members, NCDOT programming officials, and Doug Galyon will collectively review the situation for potential future projects. There will be an update at the next meeting, on the outcome of this session.

He also advised that the Airport Area Transportation Study has not become a pre-TIP study. The DOT found that it was not feasible, so the report has been brought back to a discussion stage. Jim

Westmoreland commented that the study needs to be finished and that there should be an update at the next meeting.

Mr. Meyer informed the Committee on the Long Range Public Transportation Plan. This is a significant effort to look at the public transportation system comprehensively to see what the future needs will be.

## **Other Items**

### **1. Division 7 Update**

Doug Galyon advised that the Interstate 85 to U.S. Highway 70 segment of the Urban Loop should open in the spring of 2002. The southern segment of the Urban Loop is scheduled for completion in 2003. The segment from Interstate 40 to Bryan Boulevard is to be completed in 2005. The Interstate 85 to Interstate 40 segment should be completed in 2006. He requested to Statewide Planning complete the U.S. Highway 70 to U.S. Highway 29 segment next.

He also advised that he has requested his staff to target the Guilford College/Jamestown Road Bridge as the number one priority. Second on the priority list would be to complete of the Merritt Drive improvements, and third would be to finish the Holden Road improvements.

He informed that the Interstate 40 widening project should be completed by the end of this year.

### **2. Town Reports**

None.

### **3. Regional Update**

Sandy Carmany advised the Committee that on January 17<sup>th</sup>, the Guilford County Board of Commissioners authorized PART to impose a 5% car rental tax. At PART's February 14<sup>th</sup> board meeting, the tax was implemented. There were no comments made at the public hearing, even though it was advertised and special invitations were sent to all car rental agencies.

Jim Westmoreland advised that the widening project on NC Highway 68 would add one additional lane from Gallimore Dairy Road, to north of Triad Center Drive. The state DOT has finished the design, and the municipal agreement has been received. He explained that this project, which was developed jointly by the city and NCDOT, has been kept on schedule for construction starting in Spring 2002 and completion in Fall 2002 through a shift in the targeted source of funds. Because of the current budget crisis, the city council will not be issuing new bonded debt during the current fiscal year to fund anticipated future projects such as the NC 68 widening. However, there is currently an unspent balance of previously issued bonded debt that has not been used because the projects it was intended for are not yet ready to begin. This surplus will now serve as the source of funding for the city's portion of the NC 68 widening project. The council will be asked to approve the municipal agreement at its next meeting.

### **4. Wrap-Up Items**

None.

The TAC adjourned at 5:20 p.m.